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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Poland	REPORT NO.	<div style="border: 1px solid black; width: 80px; height: 20px;"></div>
SUBJECT	Rolling Stock Production	DATE DISTR.	13 November 1953
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1. Poland has been delivering the following items of rolling stock to the USSR each month:
 - a. Thirty steam locomotives with tenders; drawing capacity 2,000 tons.
 - b. Thirty four-axle passenger coaches, with hard seats.
 - c. Five hundred four-axle box cars with automatic couplings.
2. The locomotives (without wide gauge axle units) are made at the H. Cegielski (J. Stalin) plant in Poznan. The wide gauge axle units for locomotives are made in the locomotive factory in Chrzanow.
3. The tenders (without wide gauge axle units) are made at the Pafawag factory in Wroclaw (Breslau). The passenger coaches (without wide gauge axle units) are made at the H. Cegielski plant in Poznan. The box cars (without wide gauge axle units) are made at the railroad car factory in Zielona Gora (Gruenberg).
4. The wide gauge axle units for tenders, passenger coaches and box cars are made at the Huta Il-go Maja in Gliwice (Gleiwitz). The girders connecting two of the axles of a four-axle undercarriage are made of steel castings at the Elblag Shipyard steel foundry. They do not undergo any further machining and the tolerance for casting is 1 mm. There are two kinds of girders of different shape and weight; one is 500 kg, the other 400 kg. Both are made according to Soviet design.
5. The locomotives, tenders, passenger coaches and box cars are transported, from the factories that made them, on standard gauge axle units to Elblag (Elbing), where the exchange of standard gauge units for wide gauge units is made. Final assembly operations and technical tests, conducted by the Soviets, also takes place at this time.

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6. The wide gauge axle units arrive in Elblag by rail on flatcars. The standard gauge axle units are sent from Elblag back to the factories for use on the next shipment of rolling stock.
7. The large (about 100 m X 150 m) assembly shop used for the exchange of axle units was established at the Elblag Factory of Forge Equipment. The shop has 12 tracks each of which is equipped with an electric driven hoisting device consisting of four coupled jacks. Each jack has a 50 ton lifting capacity. The time needed to exchange standard gauge units for wide gauge for one car is about one hour with a team of 30 workers.
8. The former Parowoz factory in Warsaw is partly reconstructed but it is poorly equipped and only serves as a repair shop for locomotives. Rolling stock in Poland is not being replaced by new units at a fast enough rate; as a consequence rolling stock condition remains poor.
9. Most locomotives made in Chrzanow are intended for Bulgaria and Rumania.
10. The freight cars made at the Pafawag factory in Wroclaw are chiefly used for the transport of coal in Poland.

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